REMARKS

All original claims in the application stand rejected under 35 USC 103(a) as obvious over US2002/0183899A1 to Wallner (herein "Wallner") in view of EP1227010 (herein "EP '010"). Applicant presents new independent claims 27 and 28 replacing former independent claims 1 and 10 and has amended selected dependent claims for proper dependency while canceling other dependent claims.

The Wallner reference discloses the use of two angular rate sensors, with axes at –135 and –45 degrees in a horizontal plane to provide both a primary, rollover discrimination determination and a separate, safing signal. No linear acceleration sensors or signals are disclosed in the system described therein. Linear acceleration sensors sense entirely different parameters than do angular rate sensors, with angular rate sensors more closely detecting the rotational movement of rollover itself and linear acceleration sensors detecting linear motion that might identify a pre-rollover condition, even if no rolling motion yet exists. Examiner finds a sentence therein that references a prior art rollover detection system using three roll rate sensors and three linear accelerometers; but there is no teaching in this statement (or indeed in the entire document) of the use of linear acceleration sensors in the generation of any safing signal.

EP '010 discloses two linear acceleration sensors used to generate a safing signal, but these two acceleration sensors are both aligned in the same direction: laterally. They differ only in their range of acceleration rate response (i.e. low g and high g sensors). Thus, looking at both references, there is no disclosure at all of providing two linear acceleration sensors in different directions to provide a safing signal for rollover.

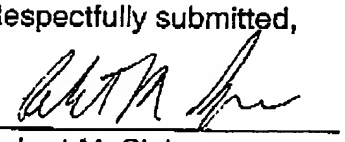
But, in addition, the cited prior art does not teach the use of two linear acceleration sensors in axes to each other to provide two acceleration signals in a system storing thresholds for a plurality of predetermined, unique

vehicle pre-rollover events, wherein one of these events is a rough road event defined by oscillation values derived as changes in both the first and second acceleration signals exceed a threshold for a predetermined time. Such a "rough road condition" can indicate that the vehicle has left the normal road surface or has otherwise encountered great dynamic instability, which can greatly increase the possibility of vehicle rollover. There is no teaching whatever of this in the cited prior art.

Applicant thus requests withdrawal of all rejections and allowance of his amended claims.

Please charge any deficiencies and credit any overpayment to Deposit Account No. 50-0831.

Respectfully submitted,



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